

The Politician.

UNITED STATES PRESS.

(From the New York Courier & Enquirer.)

SHIP TIMBER.

Important changes have recently occurred in the lumber and ship timber trade. The State of Maine has for many years past contributed largely towards the materials for, and construction of merchant vessels. It is now found that the timber for these purposes is becoming scarce or inaccessible in that State and enterprise has prompted a large number of lumbermen to remove to the States of Virginia, Georgia, and Florida, where ship timber abounds of the most desirable character. About a week since a party of thirty picked men left Gardiner (on the Kennebec river,) to engage in the lumber business in Florida. Numerous other parties have gone from Bath and other towns in Maine for the same destination. It is known that large quantities of pine and oak have of late years been shipped from Virginia and other Southern States to the ship building towns at the North, for the construction of first class merchant vessels. This trade will now increase at the South by the aid of Northern laborers and Northern capital.

The tonnage of the United States had increased to 4,407,010 tons during the last fiscal year. The supply of vessels is not equal to the demand in this country. We notice that important changes are going on also in England, in whose ship yards great activity prevails.

We learn from our recent English files that the rates of freight since autumn last year, when they were by no means low, have increased outward from 20 per cent. to Callao to nearly 90 per cent. to Hong Kong; while the freights homeward [showing that the deficiency arises from no mal-distribution of ships, but from an actual want of ships, both abroad and at home] have risen in a still greater proportion, for the rates from Galatz, Odessa, Oporto, and other places, have actually doubled. The evidence too distinctly states that the rise is caused by a deficiency of ships in relation to the immense quantities of goods to be carried from London and Liverpool to foreign ports.

At the English ports the demand for shipping to Australia has lately, taken a fresh start, and it arises from no mere speculative source, but from some of the best accredited and most stable houses in London. The London Economist says:—"We have just heard of the decrees of the French Emperor, reducing the duties on coal and iron imported into France, which will help to extend trade and increase the demand for shipping."

The deficiency of the harvest in Europe and the general high prices, cannot fail to give a general stimulus to increased production, and to increase next year the quantities of goods to be carried—Labor as it becomes more divided territorially, as well as individually becomes more generally efficient, and every removal of restrictions on the industry of nations, is sure to add to the general wealth."

The more general use of steam at sea and the adoption and the clipper-style of ships for long voyages, have served to economize time, labor and capital. Notwithstanding these great advantages, the Economist adds:

"We have testimony from the two greatest maritime nations to the present wonderful prosperity of the shipping interest and of the present insufficiency of the carrying power. There are still, according to the statements from the East, large quantities of corn to be brought from Galatz and Odessa; there are still large quantities of flax and hemp to come from Archangel and Riga; still large quantities of goods to be brought from the East Indies and the West Indies and America; there are increasing quantities of goods going to the Continent; there is a great want of vessels to carry on the coasting trade of England, particularly the trade in coals and the want of shipping which has been felt through out the year, is yet hardly at its height."

Looking at these numerous facts at home and abroad, it would seem that labour is now about to receive more compensation, and productive industry is incited to greater exertion for the supply of the markets of the whole world.

"The intelligence from Ceylon, from the Brazils, from almost all other countries, tells of more production, and there will, therefore, be more to be carried, and exchanged. China indeed, and Russia and Turkey are for the moment, and we hope only for the moment, exceptions to the general rule. There the work of destruction rather than of production is patronized and promoted, but from its very nature that must speedily come to an end, while everywhere else the work of production, which even there is not and cannot be wholly superseded, is going on with great and increasing activity. We do not suppose therefore, that the present great demand for shipping is likely to decrease, on the contrary the useful activity which Free Trade has woken into life seems only beginning, and production already ahead of the carrying power, will rapidly increase with every extension of freedom."

Whether we look at the manufacturing interest, the shipping interest, or that of the agriculturist, it clearly seen that the demand for labor, mechanical talent, capital and enterprise, is greater at this moment than at any other former period. All departments of trade participate in the benefits arising

from the enhanced value of labor; and the prospect before us is one that may well gratify the statesman as well as the merchant.

The importance of the lumber regions of the St. Lawrence and Ottawa Rivers is fully shown in a recent message from Lord Elgin, Governor of Canada, to the British Government. He says:

In my last year's report I adverted to the fact that the returns for 1850 and 1851 showed those years the exports of timber and agricultural produce from this province were nearly balanced in respect of value; the returns for 1852 exhibit a similar result.—The products of the forest exported during that year being valued at £1,351,713 9s 7d, and agricultural products, including "animals and their products," "vegetable foods," and "agricultural products," at £1,214,214 3s 10d. Of the vast amount of wealth, represented in this estimate by the products of the forest, the valley of the Ottawa furnishes a large and increasing proportion.

The important region takes the name by which it is designated in popular parlance from the mighty stream which flows through it, and which though it be but a tributary of the St. Lawrence, is one of the largest of the rivers that run uninterruptedly from the source to the discharge within the dominions of the Queen. It drains an area of about 80,000 square miles, and receives at various points in its course the waters of streams some of which equal in magnitude the chief rivers of Great Britain. These streams open up to the enterprise of the lumbermen the almost inexhaustible pine forests with which the region is clothed, and afford the means of transporting their produce to market.

From the nature of the business the lumbering trade falls necessarily in a great measure into the hands of persons of capital who employ large bodies of men at points far removed from markets, who are therefore called upon to make considerable advances in providing food and necessaries for their laborers as well as in building slides and otherwise facilitating the passage of timber along the streams and rivers. Many thousands of men are employed during the winter in these remote forests, preparing the timber which is transported during the summer in rafts, or if sawn in boats to Quebec, when destined for England, and up the Richelieu River when intended for the United States.

Editor's Department.

MIRAMICHI :

CHATHAM, SATURDAY, JANUARY 21, 1864

TERMS.—New subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old subscribers 12s 6d. in advance, or 17s 6d. at the end of the year. We prefer the advance price, and as it effects a large saving, we hope soon to see all our subscribers avail themselves of it.

TRADE OF MIRAMICHI.

In another place we give an account of the export trade of lumber, &c., at the Port of St. John; and below we publish a similar account of the export at this port, during the past season, which comprised 118 cargoes.

19,064,000 M. superficial feet Sawed Lumber.

10,909 tons piece Timber.

1,387 " Hardwood Timber.

COUNTY GLOUCESTER.

A very large portion of our space is occupied to-day, with the highly interesting and important Report of the Gloucester County Agricultural Society. It is truly gratifying to perceive the rapid and steady progress this County is making in Agriculture, which, if pursued with the same zeal a few years longer, will render its inhabitants independent of foreign assistance for all the necessities of life—a position to which the people of every County should aspire; for until this be accomplished, our trade in lumber and shipbuilding will avail us but little.

VESSELS IN THE GULF.

It will be seen by an advertisement in another column, that the Crews of three vessels which were loaded in the Restigouche, and cleared at Dalhousie late in the fall, have been providentially rescued by the humane exertions of the inhabitants of Shippegan and Caraquet, from their perilous position in the floating ice, where they have been drifting about in the Gulf for 12 days.

BAZAAR.

The Juvenile Missionary Bazaar held on the 2d inst., realized the sum of £41. The Children and Ladies return their warmest thanks to those, who so kindly contributed towards it, and hope that those who remembered the Heathen in the distant Islands of the sea, will find that they have been lending to the lord.—Communicated

TRADE OF ST. JOHN.

We are indebted to the Courier for the following account of the export trade of this port during the past year :

"EXPORTS.—The following quantities of our staple articles were exported from this port to Great Britain, during the last quarter, ending 5th January, 1854, viz: Deals, in British ships 15,127,000 feet, in Foreign ships 16,697,000 feet; making altogether 31,824,000 feet. Boards and Scantling, in British ships 291,000 feet, in Foreign ships 303,000 feet; making altogether 594,000 feet. Birch Timber, in British ships 1737 tons. Pine Timber, in British ships 24,281 tons.

"These cargoes were taken away in 80 British vessels, measuring 40,000 tons, and 26 Foreign vessels, measuring 23,242 tons; of the Foreign vessels the most of them were large American ships."

LOSS OF THE STEAMER SAN FRANCISCO.

INFORMATION, it appears, has been received at New York, of the foundering at sea, of the above-named steamer, taking with her 260 souls. The following particulars are taken from a New York paper of the 13th of January :

"All doubts concerning the fate of the Pacific Mail Co's Steamship San Francisco, which sailed from this port on the 22d ult. are at an end. The ship Three Bells arrived here this afternoon, having on board one hundred of the passengers belonging to the San Francisco.

"The San Francisco was caught in a gale, on the night of the 24th December, and disabled. Soon after a heavy sea swept her decks, and washed overboard 240 passengers, including Col. S. B. Washington, Lieut. Smith, Capt. H. B. Field, and Maj. Taylor and wife. The ship drifted about until the morning of the 5th, when she was fallen in with by the ship Three Bells, from Glasgow, bark Kilby for Boston, and the ship Antarctic for Live pool, in lat. 38 lon. 39, which vessels took off the crew and the remaining passengers. The troops were divided among the three vessels; Maj. F. O. Wyse and Lieut. A. A. Winder are on board the Three Bells; Maj. Gates, Maj. Marchant, Capt. Judd, Lieut. Fremont, Lieut. Looser, Lieut. Van Vorst, and all the ladies, except Mrs. Taylor, are on board the bark Kilby, bound to Boston; Lieut. C. S. Winder and Lieut. T. C. Chandler are on board the ship Antarctic. The Three Bells arrived here this evening. Her spars and sails were blown away on the night of the 24th.

"On the morning of the 25th the engine stopped, the piston rod breaking off, leaving the vessel totally unmanageable, the sea striking her tremendous blows under the bows, and tearing up the plank fore and aft on both sides. At the same time she began making water, when the troops were organized into water bailing gangs.

"At 9 o'clock on the 25th a heavy sea struck her amidships, carrying away both smoke stacks all the upper saloon, and staving the quarter deck and washing overboard a large number of passengers, including Col. Washington, Major Taylor and wife, Capt. Field, Lieut. Smith, two ladies, names unknown, the civilians also unknown, and 160 U. S. troops. At the same time three were killed, namely: Brooks, a waiter, the barber of the boat, and the carpenter's brother, named Duckett."

"On the 26th spoke bark Kilby, of Boston, bound to Boston, who lay by until the afternoon on the 29th, getting passengers on board. Upwards of one hundred got on board, men, women and children, including the officers before reported and their families, Capt. Judd and wife, Lieut. Fremont and families, G. W. Aspinwall, and J. L. Graham. At night wind increasing, with squally weather, the Kilby let go her hawser at ten o'clock, and nothing was seen of her afterwards. The gale continued throughout the 31st, and a large number of men were sick and dying. On the morning of January 1st spoke British ship Three Bells, which lay by us off and on until 3rd, when her boat came alongside. On the same day the ship Antarctic, from New York for Liverpool, came in sight and bore down for her. On Wednesday, the 4th, both ships commenced taking off her passengers, provisions and water and at sunset on the 6th had them all on board. The next morning took off the crew and officers. Capt. Watkins being the last man to leave the San Francisco. The Three Bells brings into the port 238 souls, including passengers, troops, officers and seamen of the steamer. There were eleven deaths among the crew of the steamer from the time she was disabled up to January 8th.

"The San Francisco went down, carrying with her as nearly as can be estimated two hundred and sixty souls.

"This melancholy intelligence had cast a gloom over the whole city."

CANADA.

THE Quebec Gazette, which has been established ninety years, was totally destroyed with all its materials, on the morning of the 31st December. The paper was ready for press, when the adjoining building was discovered to be on fire. The flames increased and spread with great rapidity, leaving Mr. Middleton, the Proprietor of the Gazette, time only to remove his bookstore, stock and binding apparatus. The entire printing materials were necessarily left to destruction.—The Gazette has since re-appeared.

GROWTH OF BRITISH AMERICA.

POTNAM of New York has recently published a new work, entitled "The World's Progress," which gives a very flattering description of the British Provinces. The writer says—"The growth of wheat in Canada alone is nearly one sixth of that of the American Union—in Barley one-fourth—in oats one-seventh—in Buckwheat one-eighth. The increased facilities, the aroused and invigorated energies, the improving climate, the increasing population, the interminable water

communication, and the extensive fisheries, will, in a few years, enable the British North American Provinces to make no unfavourable comparison with the Union, flourish as she may.

"The whole area of the United States and territories is 3,230,572 square miles, which multiplied by 640 gives the number of acres 2,057,566 000, certainly a prodigious territory; but the British possessions in North America far exceed this. The exact amount, according to Allison, is 4,109,630 square geographical miles, and the water in British America is 1,340,000 square miles—the whole terrestrial globe embraces about 37,000,000 square miles, so that British America contains nearly a ninth part of the whole terrestrial surface of the globe—the number of acres being 2,630,163,200."

NEW WORKS.

To the attention of Mr. Fuller, proprietor of the American Book Store at Halifax, we are indebted for copies of the following periodicals.

God's Lady's Book, for January.

Graham's Magazine, for January.

The first-named periodical is emphatically a Ladies' Book, being exclusively devoted to their benefit. It contains much valuable information. From the prospectus of the proprietor, we make the following selections :

"It is the fashion with many to announce in their advertisements, 'Splendid Engravings, Fashion Plates,' &c. What is the disappointment of the duped subscriber when he receives the numbers of a magazine thus advertised, to find all his splendid engraving dwindled down to paltry wood-cuts—as contemptible in design as in execution!

"The publisher of the 'Lady's Book' performs all he promises, and, as some of our exchanges are kind enough to say, 'more than he promises.'"

"God's Reliable Colored Fashion Plates, are published monthly, and are considered the only really valuable fashion plates that are published. They have been the standard for over twenty-three years. In addition to the above, every month selections from the following are given, with simple directions that all may understand:—Undoubted Receipts, Model Cottages, Model Cottage Furniture, Patterns for Window Curtains, Music, Crochet Work, Knitting, Netting, Patchwork, Crochet Flower Work, Hair Braiding, Ribbon Work, Embroidery, Lace Collar Work, Children's and Infant's Clothes, Capes, Caps, Chemisettes, Patterns from which Dresses may be made—in fine, everything that can interest a lady will find its appropriate place in her own Book."

Graham's is also an ably conducted Magazine, abounding in admirable original articles of a very superior description. From the prospectus for 1854 we make the following extracts :

"The aim of the editor will be to produce a publication which shall be valuable in matter, and choice to taste and style; and he flatters himself, from the known talents of his contributors, that he will be able to present as many good original articles to his readers as any publication of the day.—He shall not, however, hesitate to publish, from time to time, articles from English authors, and translations from the best German and French writers, provided the pieces have never before appeared in print in this country. Essays on important Political Subjects will likewise be inserted, and criticisms on the Literature of America and the movements of the Age. The Review Department, in which a large and liberal spirit of criticism will always be maintained, will be extended. For the defense of American Literature the editor will always be ready; for the maintenance of a correct tone in the Magazine, he will, if possible, be still more watchful.

"Each number will contain an Engraving from a Fine Steel Plate in addition to the choice Designs and Engravings of Doreux, who will supply illustrations for the text in the body of the book. The aim of the editor will not be, as much to increase the number of his engravings, as to secure for those he publishes the utmost finish which the artist can give them; for common wood-cuts are so easily multiplied, that the most indifferent publication may outrank in dreary display the choicest periodical."

Forbes & Co. are agents for Mr. Fuller in Chatham, where orders will receive immediate attention.

THE TEA PARTY.

THE Tea Soiree, for the purpose of raising a fund to be expended in furnishing Mr. Howe's Schoolroom with furniture &c., came off in the Hall of the Sons of Temperance, in Chatham, on the evening of Tuesday last. The large room was crowded, principally however, with children, who all appeared to enjoy the entertainment. The pupils belonging to the school, performed the duties that devolved upon them with much credit to themselves and teacher, and the ladies and gentlemen who performed on the piano and sung, are equally entitled to praise. The Amateur Band were present, and for their services received an unanimous vote of thanks. All seemed pleased with the entertainment, and we hope Mr. Howe (to whom much credit is due for his untiring exertions,) has realised sufficient to accomplish all the improvements he is desirous of effecting.

Mr. Pierce, I have great pleasure in handing you for publication, the following statement of money realized by our late Educational Soiree. Oh, Sir,